

# **Topaz Xenon XK1 Rigging Instructions**

# TOPAZ XENON XK1

## RIGGING INSTRUCTIONS

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### INTRODUCTION

These RIGGING INSTRUCTIONS have been compiled to help you to rig your Topaz XENON XK1 sailing dinghy. Please also ensure that you refer to your TOPAZ OWNERS MANUAL. The OWNERS MANUAL has been compiled to help you to operate your craft with safety and enjoyment. It contains details of the craft, the equipment supplied or fitted, it's systems and information on its operation and maintenance. Please read it carefully and familiarise yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sea schools, or competent instructors.

PLEASE KEEP THE RIGGING INSTRUCTIONS and THE OWNERS MANUAL IN A SECURE PLACE AND HAND THEM OVER TO THE NEW OWNER WHEN YOU SELL THE CRAFT.

### MANUFACTURER DETAILS

For further information, spares and accessories,  
please contact the manufacturer:  
TOPPER INTERNATIONAL LTD,  
Kingsnorth Technology Park,  
Wotton Road, Ashford, Kent TN23 6LN  
Telephone +44 (0) 1233 629186  
Fax +44 (0) 1233 645897  
email [info@toppersailboats.com](mailto:info@toppersailboats.com)

# TOPAZ

## Maintenance

The Topaz XENON XK1 is designed to require very little maintenance, but there are some simple ways to keep your boat in the best condition.

### Rudder

Never launch your boat without checking that the retaining clip has clicked into place beneath the upper transom fitting, as this will prevent the rudder from falling off.

### Sails

After you have finished sailing, roll the mainsail loosely, this will extend its life better than folding.

Never let the sails flap unduly, this can be done by furling the jib as soon as possible after hoisting.

Although the battens protect the mainsail to a certain extent, do not leave the mainsail hoisted for extended periods of time.

Always rinse the sails and the boat after sailing in salt water.

**ALWAYS RELEASE JIB TENSION WHEN NOT SAILING**

### Foils

Any nicks or deep scratches in the rudder can be repaired using gelcoat filler, as the smallest damage will affect the performance of the boat. Make sure that the rudder blade remains tight between the stock when down. Any movement between the blade and the stock, or the stock and the hull may cause steering problems.

### Hull and fittings

Small dents can be repaired by gently warming the hull with a hot air blower (take care not to melt the hull).

For any more substantial repairs refer to Topper Sailboats.

Check the attachment of all fittings regularly. This is particularly important for the fittings that are screwed onto fixings that are set in the hull. Keep all blocks, cleats and ropes clean and rinse them after salt water exposure.

Always remove the bung to empty any water after sailing, and when not sailing leave the bung out to prevent the build-up of pressure within the hull as the temperature fluctuates.

### Ropes

Always replace any ropes that are showing any signs of wear immediately.

## Raising the Mast

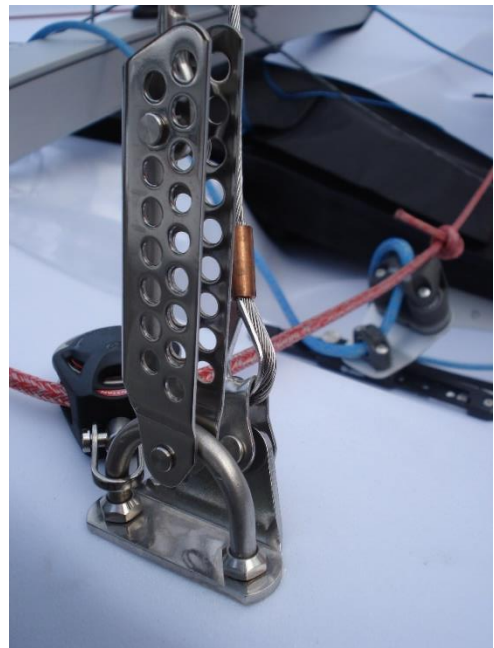
Position the boat head to wind, away from power lines and other overhead obstructions.

Lay the mast along the centre of the boat, you may need support them mast over the top of the keel (this may mean someone standing in the boat between the cross beam and the seat).



Un tape all lines from the base of the mast.

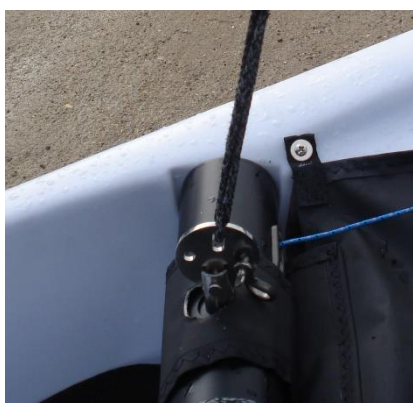
Attach the shroud adjusters to the shroud eyes each side, on approximately the 2nd hole down on the bow side.



Fix the base of the mast to the mast step on the cross beam with the pin and ring from the mast step.



Pull the mast up using the forestay. To make it easier, someone else can lift the top of the mast to help.



Having pulled the mast upright, secure the forestay to the top hole of the disk in the jib furler set in the cross beam at the bow.

Ensure all halyards are clear and not twisted.

### **For information**

Please note the correct arrangement of the furler, forestay and jib halyard pulley.

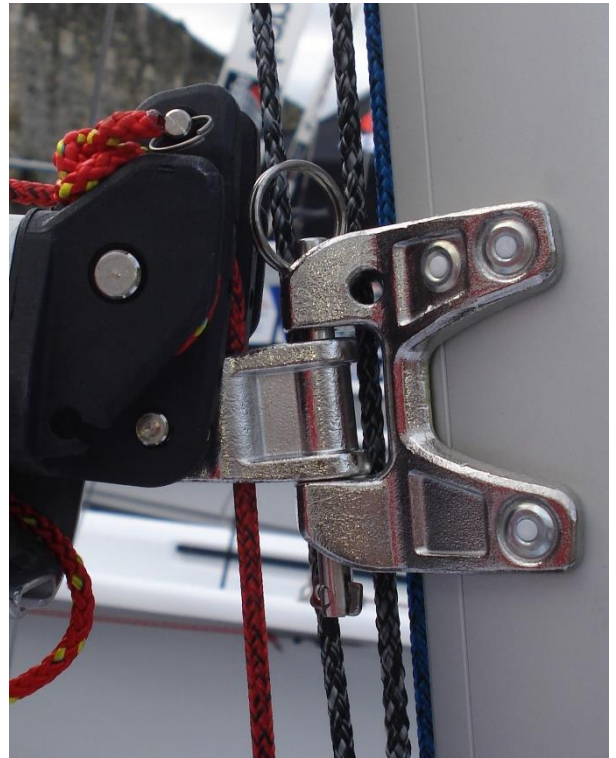
The furler is shackled to the mast and then the forestay is connected to the furler with the jib halyard block tied to the lower half of the furler.



## Attaching the boom and gnav

Attach the boom onto the mast with the pin on the lower of the two fittings.

Remember to put the pin in from the top and flip the pin end over.



Next attach the strut to the upper fitting on the mast. Ensure the toggle is correctly orientated as per the Selden/Superspars info sheet.

(Note ensure you have the toggle correctly orientated as per the info sheet)

Fix the gnav strut the carriage on top of the boom, (Although this should already be fixed for you).



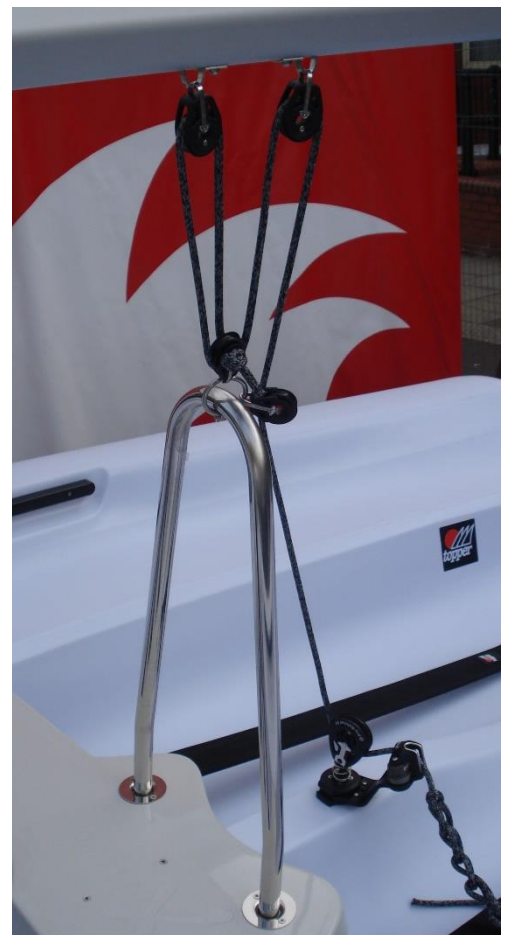


Having fixed the boom and gnav to the mast you can thread the gnav control line.

This comes out from the boom at the front, and then feeds through the swivel cleat on the mast.

TIP: You can tie a stopper knot in the end of the main halyard and then attach this to the end of the boom, so that the boom is held up while the rest of the rigging is completed.

Thread the mainsheet. Starting from the centre cleat on the hull (NB: ensure the ratchet clicks when the rope is pulled in), go up to rear block on the hoop then to the rear block on the boom, and thread the line from the back to the front. Then go to the front pulley on the top of the hoop, and thread the mainsheet from the back to the front. Then go to the front pulley on the boom, and thread it front to back. Finally, the main sheet goes to the pulley on the top of the hoop and through the hole in the centre of the pulley. Tie a stopper knot to prevent the line unthreading.



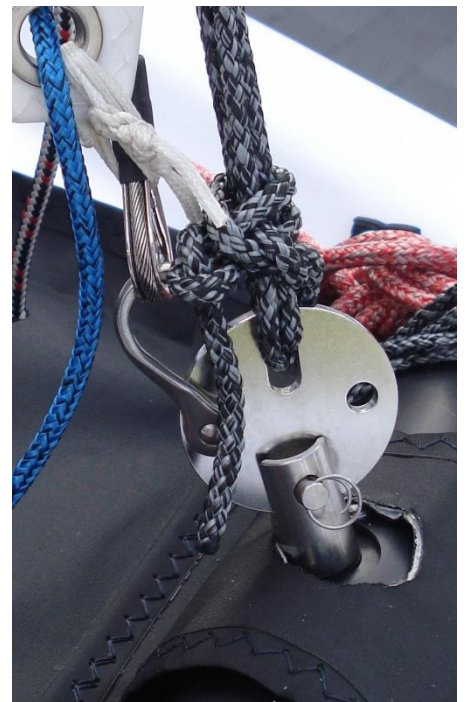


Tie a figure of eight knot in the loose end of the mainsheet so that the boom does not hit the shroud upon sheeting out, also a figure of eight knot at the very end.

## Raising the Jib

3:1 Attach the foot of the jib to the shackle in the rear hole of the disk in the furler at the front of the boat (Ensure the furler is fully wound up.)

TIP: Wrap some electrical tape around the furler if you are using a spinnaker to protect the sail.

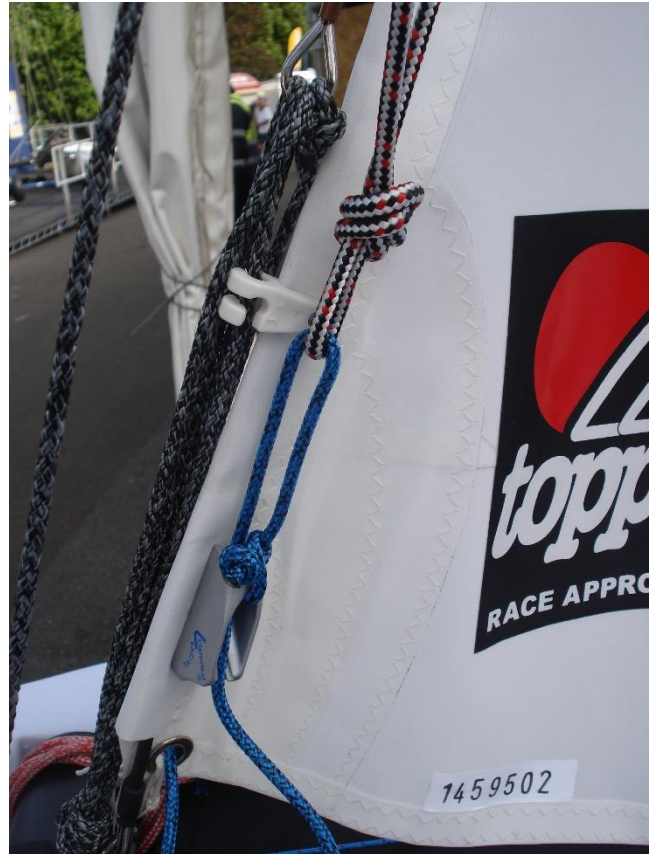


Tie the head (top) of the jib onto the jib halyard.





Pull the jib halyard in order to raise the jib (using the 2 part halyard attaching the plastic hanks as you pull the jib up to the forestay wire, and then feed the rope from the cleat through the loop in the halyard. Pull some tension on and then, cleat off at the front of the jib. Remove the tail and store in the Bag on the crossbeam.



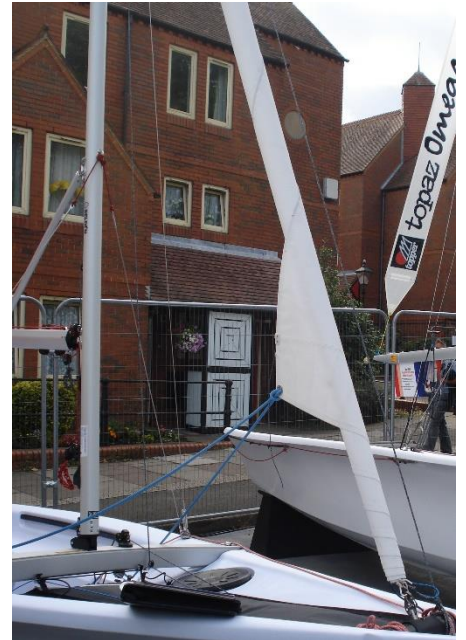
Tie the jib sheets onto the eye on the clew of the jib (push a loop at the centre of the jib sheets through the eye, then pull the tails through the loop and pull tight).



Thread the jib sheet through the cleats on the track, each side of the forward cockpit, then tie the ends together with a fisherman's or Love Knot.



Furl the jib by pulling the thin line, so that it ends in this position.

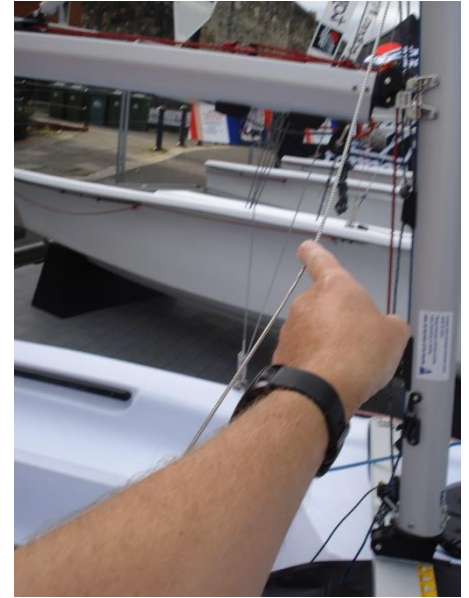


Cleat the jib furler off in this cleat underneath the crossbeam  
It is not advisable to leave the jib up overnight, and always take the jib tension off when the boat is not being sailed



Now tie the lowers onto the fitting on the mast or on the hull (depending on the make of mast)

NOTE: do not tie the lowers tight, have around 5cm of slack in the wire.

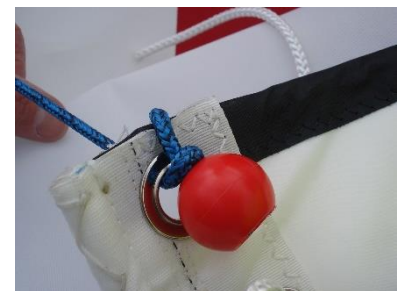


## Rigging the Mainsail

Tie the flotation panel to the top of the mainsail by passing the white lines through the eyelets in the sail and secure with a figure of eight knot.



Tie the free end of the main halyard to the eyelet on the top of the mainsail. We suggest tying a stopper knot on the end of the halyard, then taking a round turn through the eye at the top of the sail. Then tie a half hitch with the stopper knot hard against the halyard. Or have a ball on the end push a loop through the sail and put the ball through the loop and pull tight.



Raise the sail by placing the bolt rope in the cut out of the mast just above the boom, and then pulling on the halyard.

NB: It may be easier to raise with two people, as one can pull the halyard while the other can feed the luff of the sail into the mast.

Ensure that the boat is still head to wind before the sail is raised.



Cleat the main halyard in the cleat on the left of the mast.



As the cleat is at the base of the mast you can sweat the halyard in order to make sure that the sail is at the top of the mast.

This is done by holding the halyard just above the cleat and then pulling away from the mast at 90 degrees. Then re-cleat the halyard until the sail is at the top of the mast.

TIP: Check the halyard for excessive wear regularly, particularly where the line goes over the masthead sheave. Wear can be prevented by moving the knot at the head every so often by adding additional overhand knots.

Insert the slug at the clew of the sail into the cut out in the boom, and slide it along to the end of the boom.



Pass the outhaul through the eyelet in the clew, and then back to the end of the boom, where the stopper knot end of the outhaul is fixed behind the lug on the boom end fitting.

The outhaul can then be tightened at the mast end of the boom.





Cunningham - Take the tail attached to the gooseneck fitting and feed through eye in the sail then down through the cleat on the side of the mast. To stop the rope coming out of the cleat and to act as a stopper you can tie a figure-eight knot on the end of the line, as it comes out of the pulley at the mast base.



## Reefing the Mainsail

Pull on the red reefing line so that it comes out of the boom some way.



Feed the reefing line through the eyelets in the leech of the sail.



From the top eyelet, the reefing line comes back down to the boom. Tie a stopper knot in the end of the line, and then slide the knot into the cut out in the boom.





Do a similar system on the luff of the sail with the end of the reefing line at the mast end of the boom at the mast end of the boom.  
Tie the end of the reefing line onto the end of the boom so that it is secure.



6:5 Release the main halyard from the cleat, and uncleat the Gnav, and then pull on the reefing line.  
The foot of the sail should fold up so that the sail area is reduced. Once the desired sail area is achieved, cleat the reefing line and main halyard, and reapply Gnav tension.



## Rigging the Gennaker Kit

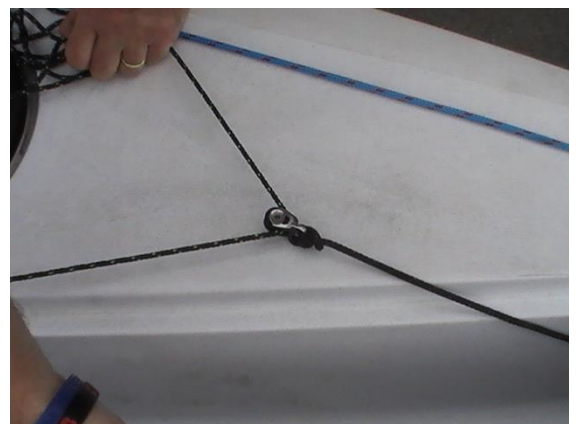
Tie one end of the Gennaker halyard around the front furler bar.



Take the other free end of the halyard and take it through this pulley on the front of the cross beam.



Take the free end of the halyard through the pulley to pull the pole out; it is underneath the Gennaker chute, and it may need to be moved for the pulley to be exposed



Take the halyard through the Spinlock cleat that is mounted on top of the crossbeam



Take the halyard back through this pulley next to the centreboard.



Pass the halyard through this eyelet in the bottom of the spinnaker chute



Tie a ball to the end of the spinnaker halyard



Pass the line up the chute, feeling for the ball inside, until it reaches the opening at the front



Tie the end of the halyard that you tied around the furler bar at the beginning onto the HEAD of the Gennaker.



Tie the Gennaker sheets onto the CLEW of the Gennaker



Then tie the Gennaker pole line to the TACK of the spinnaker, you can either use the ball and loop method or a bowline loop.





Temporarily remove the red ball from the Gennaker halyard. Then pass the end of the Gennaker halyard through the eyelet in the sail as shown.



Then re-attach red ball to Gennaker halyard on the other side of the sail.



Tie the end of the halyard onto this white loop.



Pull on the end of the spinnaker halyard coming from the end of the Gennaker chute within the boat (tip pull from behind the pulley) in order to pack the Gennaker into the chute. TIP (You may want another person to guide it into the shoot so it does not get caught on the trolley)

## Rudder

When the Rudder is attached ensure that it is fully engaged on to the pintle and gudgeon so that the retaining clip is able to spring out to hold the rudder in place.



For launch and recovery the rudder should be left attached, with the blade lifted up and held by the uphaul line locked in the small cleat on the top of the tiller arm.



Whilst sailing the rudder should be locked fully down using the pulley system that cleats off on the side of the tiller arm. When you look over the back the rudder will appear to be tucked slightly under the hull, this is as it should be.

Top tip, if the rudder feels heavy to move it is usually due to the fact it is not fully down.





# Topaz Xenon XK1 Keel Instructions

## Lowering the Keel

1. Prior to Launching ensure the pulley system from the Mast attachment point is securely connected to the eye on the Top of the keel
2. The pulley system **MUST** pulled tight to remove any slack from the system to stop the keel dropping suddenly on launch.
3. Once the Xenon has been launched and is in sufficient depth of water under the boat to enable the keel to be lowered without hitting the bottom. You can gently release the line from the cleat and lower the keel in a controlled manner until the top plate is flat on the hull. As you are lowering the Keel ensure hands and feet are kept clear of the top of the keel box to avoid crushing.
4. Once the keel has been lowered fully. The pulley system can be removed and attached to the eye at the base of the mast (toward the bow) for storage.



5. The keel locking mechanism front and rear **MUST** be fully secured with the pin to lock the keel in place and stop movement of the keel.



6. Ensure the drop nose end is correctly orientated to stop the pin working out.

**NOTE THE TOPAZ KEEL MUST NOT BE SAILED WITHOUT THE KEEL BEING LOCKED DOWN IN PLACE.**



### **Raising the Keel**

- 1 Once the boat is securely attached to the dock. Remove the securing pin and lock arms.
2. Attach the lifting pulley system securely to the eye on the top of the keel. Please ensure the attachment is fully secured in place to ensure the keel cannot drop or become disconnected.
3. The Keel can then be raised, when fully raised ensure the line is fully engaged in the cleat. So the keel is held securely for recovery of the Xenon K1 with the trolley.

### **Safety Notes**

**NEVER Sail the Xenon K1 with the keel raised or NOT FULLY LOCKED DOWN**

**The pulley system MUST be securely attached with the correct attachment to the top of the keel when being raised or lowered.**

**The keel must not be allowed to drop down in an uncontrolled manner.**

**Regularly check all ropes involved in the keel system for signs of wear and damage. This includes the Dynema line where it attaches to the shackle at the shroud fitting. If there are any signs of wear or damage the line must be replaced.**



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